

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Poland	REPORT NO.		25X1
SUBJECT	Industrial Installations in Opole	DATE DISTR.	13 April 1953	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

25X1 Cement Plants

- 25X1 1. Odra Cement Plant (Cementownia Odra). At this plant there were approximately 2,000 employees. The plant and its surrounding buildings covered an area approximately one kilometer long and one-half kilometer wide.

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2. Groszowice Cement Plant (Cementownia Groszowice). The number of employees at this plant was 1,500 - 2,000.
3. Piast Cement Plant (Cementownia Piast). The number of employees at this plant was approximately 1,000.
4. Bolko Cement Plant (Cementownia Bolko). The number of employees at this plant was approximately 1,000.

Railway Workshops and Rolling Stock

- 25X1 5. The name of the railway workshops in Opole was Wagonuwka. The number of employees at the workshops was approximately 2,000. These workshops repaired locomotives that needed minor repairs.

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Listed below is the type of rolling stock handled by the railway workshops.

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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC				

(Note: Washington Distribution Indicated By "X", Field Distribution By "#")

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6. [redacted] rolling stock as follows in AIIG (sic), Tab 10, page 196.

- a. Coach (Wagon Osobowy), two-axle, approximately 42-46 ft., steel, with open platforms and doors at each end.
- b. Coach, three-axle, approximately 40-44 ft., steel, side-entrance compartments, cabin with cupola for brakeman.
- c. Baggage Car (Wagon Bagazowy), two-axle, approximately 42-46 ft., steel, two sliding doors on each side, barred windows, closed platforms (vestibule) at one end with slide and end doors, cupola on roof.
- d. Coach (Wagon Pullman), four-axle (two double-axle, swivel trucks), approximately 60-65 ft., steel, closed platforms, (vestibules) with end and side doors, accordion type blinds.
- e. Baggage or Mail Car (Wagon Bagazowy albo Ambulansy Pocztowe), four-axle (two double-axle, swivel trucks), approximately 65-70 ft., steel, two double sliding doors on each side, barred windows, closed platforms (vestibules) with end and side doors, accordion type blinds, cupola on roof.

7. [redacted]

- a. Boxcar (Wagon Towarowy Karty), two-axle, approximately 24-28 ft., wood, sliding doors, [redacted] this boxcar was capable of carrying approximately 15 tons.
- b. Boxcar, two-axle, approximately 30-34 ft., wood, sliding doors, with end cabin and cupola for brakeman. [redacted] this boxcar was capable of carrying approximately 20 tons.
- c. Boxcar, two-axle, approximately 36-40 ft., wood, sliding doors, with end cabin for brakeman. [redacted] this car was capable of carrying approximately 25 tons.
- d. Boxcar, four-axle (two double-axle, swivel trucks), approximately 46-52 ft., wood, two sets of sliding doors on each side. [redacted] this car was capable of carrying approximately 30 tons.
- e. Gondola (Weglarki), four-axle (two double-axle swivel trucks), approximately 46-50 ft., wood, with double set of hinged doors on each side.
- f. Low Side Gondola (Pul Platformy), two-axle, approximately 30-32 ft., wood. [redacted] this gondola was capable of carrying approximately 15 tons.
- g. High Side Gondola (Weglarki), two-axle, approximately 28-32 ft., wood, with hinged side doors and end cabin for brakeman.
- h. Low Side Gondola (Pul Platformy), approximately 48-52 ft., four-axle (two double-axle, swivel trucks), wood. [redacted] this gondola was capable of carrying approximately 30 tons.
- i. High Side Gondola, two-axle, approximately 28-32 ft., wood, hinged side doors.
- j. Low Side Gondola, two-axle, approximately 34-38 ft., wood, with end cabin for brakeman, and stake wells (or pockets). [redacted] this gondola was capable of carrying approximately 20 tons.

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8. [REDACTED]
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- 25X1
- a. Hopper Car (Koleba), two-axle. [REDACTED] this car was similar to the Hopper Car shown here. However, it was smaller in size. It was approximately 2 m. long, 1½ m. wide, and 1½ m. high. This type of car was used around a stone quarry or a coal mine to carry small loads for a short distance.
  - b. Hopper Car (Weglarka), two-axle, approximately 24-28 ft., steel.
  - c. Tank Car (Cysterna), single dome, two-axle, approximately 30-34 ft., steel, with end cabin for brakeman.
  - d. Tank Car, single dome, four-axle, (two double-axle, swivel trucks), approximately 44-48 ft., steel.
  - e. Flatcar (Platforma), two-axle, approximately 26-30 ft., steel.

Central Petroleum Industry

For sketch of its layout, see Annex 7.

9. The name of the petroleum products storage which was located north of the main classification yards and station, was Central Petroleum Industry (Centrala Przemysłu Naftowego -- CPN). [REDACTED]

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The Central Petroleum Industry supplied all of Opole Voivodeship (Województwo Opolskie). The Central Petroleum Industry covered an area approximately 80-100 m. long and 60-80 m. wide.

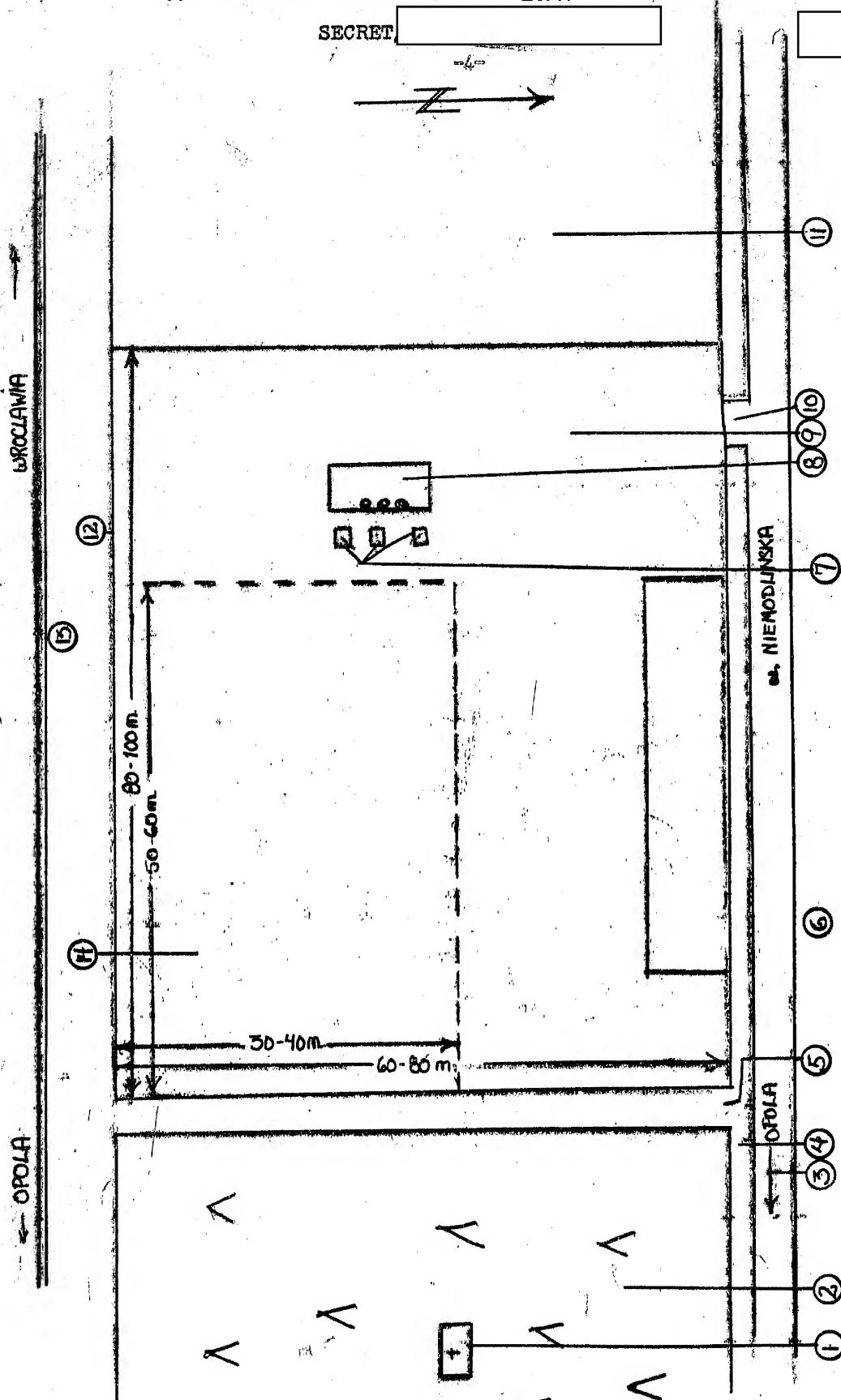
Population

10. In 1950, the census figure for Opole was 45,000. [REDACTED]
- 25X1 the population of Opole [REDACTED] approximately 50,000 in 1951, judging by the difficulty of acquiring quarters. In 1950 it was not so difficult to acquire quarters as it was in 1951,

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Sketch of the  
Central Petroleum Industry in Opole

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Legend

1. Charnel House (Kostnica).
2. Cemetery (Cmentarz).
- 25X1 3. Niemodlinska Ulica. [ ] this street was of asphalt construction.
4. Sidewalk.
5. Dirt Path.
6. Office (Biuro). This was a brick constructed building, approximately 20 m. long, 8-10 m. wide, and 8-10 m. high, and had a gable or shed tar-paper covered roof. This building was utilized for administrative purposes for the Central Petroleum Industry. 25X1
- 25X1 7. Filler Inlets to Underground Tanks. [ ]
8. Building. This building was of wooden construction, approximately six to eight meters long, five meters wide, and six meters high, and had a gable tar-paper covered roof. Inside the building were approximately three fuel pumps.
- 25X1 9. Open Dirt Area.
10. Entrance.
- 25X1 11. Factory (Fabryka). [ ]
12. Brick Wall (Mur). This brick wall was approximately two meters high and surrounded the area of the CPN.
13. Railroad Track (Tor Kolejowy). This railroad track was parallel with the brick wall /Point #12/ and was approximately 10 m. from it.
14. Storage Area. This storage area was approximately 50-60 m. long and 30-40 m. wide. In the storage area were metal drums which contained oil, benzine, kerosene, and rock oil. These drums were laid on wooden platforms approximately 25 cm. above the ground.

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